

DESTRUCTION BY THE STORM

LIVES LOST AND PROPERTY RUINED.  
EIGHT INCHES OF SNOW IN THE CITY—SEVERAL LIVES LOST AT CONEY ISLAND AND MUCH PROPERTY DESTROYED—FATAL ACCIDENT ON THE NEW-JERSEY CENTRAL.  
The effects of Thursday's storm in this city were chiefly shown in the delays to travel and traffic, about eight inches of snow having fallen. From the vicinity of the city come stories of loss of life and destruction of property. At Coney Island, several persons were drowned by the two immense tidal waves that destroyed many of the summer hotels on that beach and at Rockaway. Two lives were lost by a collision of schooners. A large number of bathing-houses were carried away at Long Branch, and considerable damage was done to some of the hotels. A train was wrecked on the New-Jersey Central Wednesday afternoon, but only one life was lost.

ON THE JERSEY SHORE.

THE HEAVIEST GALE KNOWN IN THIRTY YEARS—WRECK OF THE BARK ETNA M. TUCKER, OF PORTLAND, ME.—THE CREW SAVED—RAILWAY TRAVEL OBSTRUCTED.  
[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]  
ASBURY PARK, N. J., Feb. 1.—One of the severest storms that have visited this coast for thirty years broke at 3 a. m. yesterday. At 7 o'clock the wind veered from the southeast to the northeast, bringing with it a blinding snowstorm.  
The first shelter of the beach was at Sandy Hook, and at one time there were thirteen tugs lying under the slope of the Highlands. At 10 o'clock Sandy Hook Signal Station reported the wind traveling at a rate of sixty-one miles per hour. It then increased into a perfect tornado, the like of which, said the surf men, has not visited the coast of New Jersey in thirty years. Huge trees succumbed to the storm's fury and were laid prostrate on the ground; houses had their roofs blown off, and several houses lying Ocean-ave., at Long Branch, were blown away. The vessel just mentioned on the New-Jersey Southern Railway, and the steamer Jesse Hoyt, which had at her wharf at Sandy Hook, was several times in imminent danger. Telegraph poles all along the shore were prostrated, and the sea between Highlands and Sea Bright rushed in torrents into the Sirebury River.

At about 7:15 a. m. one of the patrol of Life-saving Station No. 6 rushed into the station and reported a vessel off Asbury Park in distress. The boat-crew and off-patrol were summoned, and with the life-boat and cut proceeded to the scene of the wreck. There they found a bark with head on shore, and the rest of the vessel floating. The boat-crew, after attempting to get off the boat several times—the wind expiring it every time—last were successful. The vessel had now fairly settled, and her masts were swept away. The crew of No. 6 reached her side and, not without difficulty, got a portion of the crew. Making a second trip, the remainder of the crew of the ill-fated bark were safely landed. She then filled and sank up to her bulwarks. She proved to be the bark Etna M. Tucker, of Portland, Me., Captain A. T. Forbes, with a cargo of coal, from Rio Janeiro, and the captain on the New-Jersey Central on December 17. The vessel was bound for New York.  
The captain stated that he had experienced heavy weather all night, the wind during the night being from the east-northeast. At midnight he met two black boats bound south, both showing signs of distress. The tempest prevented him from speaking them, and he was obliged to tack with head off shore when his canvas split. He then cast anchor, the wind blowing from the north-northeast, and the vessel struck at 7:30, and, notwithstanding that he did not display a signal of distress, the heavy crew of Life-saving Station No. 6, commanded by Captain Thayer, having seen himself and crew before three-quarters of an hour's time elapsed.  
The bark Etna M. Tucker was built at Portland, and was 271 tons burden. The cargo was consigned to B. J. Willard, one of the owners. The cargo is insured in the Atlantic Marine Insurance Company, of New-York. It is now being towed to the New-Jersey Central Railroad, has charge of the wreck, but there are no hopes of saving the cargo. The captain, however, is anxious to get the vessel to the New-Jersey Central Railroad, and the captain of the Life-saving Station No. 6, and Captain Forbes, first officer Wm. Cook, and second officer George Moore are at the Philadelphia.

ACCIDENTS ON THE NEW-JERSEY CENTRAL.

DEAL BEACH, N. J., Feb. 1.—The furious northeast gale which prevailed here last night again smashed much damage to the Long Branch Division of the New-Jersey Central Railroad. The tracks lay between Sea Girt and Spring Lake were washed away, and all the afternoon trains from New-York were discontinued at Long Branch. Train No. 16 left New-York at 3:15 p. m. with orders to pursue its way carefully as far as South Amboy. There it received orders to carefully search the Morgan Street, which was down, and, notwithstanding that the sea from the beach flooded the tracks. Proceeding as far as Red Bank, the conductor of the train received orders to go to Long Branch, and stop the train there. At Long Branch it was found that there were four passengers who insisted on being taken to Ocean Grove. After an hour's delay, Conductor Thayer received orders to proceed to Ocean Grove, and to flag all suspicious places carefully. The conductor and the head brakeman, John Bateman, after reaching Deal Beach got off and flagged the track for over 300 yards. They soon returned and reported the track apparently safe as far as Ocean Grove. The train then proceeded, and was delayed a hundred yards when the track gave way and the engine toppled over into the Great Pond, carrying the head brakeman, the engineer, and fireman. The engine in a moment settled into the water, toppling over with the baggage car, from which baggage Master Kennedy, with lantern in hand, jumped for his life. The passenger coach remained on the track. The conductor and baggage master and the three male passengers immediately rescued the engineer and fireman. Kennedy, the baggage master, then plunged into the pond and dived under the wreck of the engine, with the hope of rescuing Bateman, but he could be found. The conductor then proceeded to Deal Beach, where he reported the accident. In the meantime, the tide went down, and the baggage-master and the three male passengers were rescued. After several attempts, he found him under the fire-box of the engine, with his head and shoulders exposed. This was the last of the disaster. The train was then taken to Ocean Grove, and the passengers were conveyed to their homes. At midnight, the train was stopped with an engine, and the passengers were conveyed to their homes. The train was then taken to Ocean Grove, and the passengers were conveyed to their homes.

AT LONG BRANCH AND SEABRIGHT.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]  
LONG BRANCH, Feb. 1.—During the violent storm yesterday the heavy seas frequently washed over the bluff, eighteen feet in height, in front of the Ocean Hotel. Sixty bathing-houses belonging to the hotel, and all those in front of the United States Hotel, were carried away. The pier of the Brighton Hotel was completely torn off by the wind, and the slate roofing of the building was considerably damaged. The piazza roof of the East End Hotel was also carried away. The Mansion House roof is badly damaged. The roof of Mr. J. W. Morris's cottage was entirely taken off, and the chimneys levelled. Green's fish-house was undermined by the sea, and toppled over. A number of the fishermen lost their boats, which were high on the beach near the fish-house, where they had been kept for many years. The most serious damage is that sustained by the bluff, which has been cut away fully twenty-five feet at some points. Bulkheads were swept away in several places, and one point on the strand was made in the embankment to the very edge of Ocean-ave.

AT ROCKAWAY AND WRECK.

SEVERITY OF THE STORM IN NEW-ENGLAND.  
BOSTON, Mass., Feb. 1.—A severe northeast snow storm, which began at 4 p. m. yesterday, continued up to noon to-day, and over a foot of snow has fallen. Owing to high wind, drifts of snow from six to ten feet high in the streets have almost suspended traffic. Horse-cars on the city and suburban lines are not running, and all railroad trains to and from the city are several hours behind time. The storm is very severe on the coast. No damage has been done to shipping in the harbor. Communication with Cape Cod and other exposed points being interrupted, no intelligence has yet been received from there. Very few vessels were in the bay when the storm came on.

DISASTERS AT HATTERAS INLET.

WASHINGTON, Feb. 1.—The Signal Service Observer, at Hatteras Inlet, reports to the Chief Signal Office at 4 p. m. as follows:  
The boat of Jonathan Boone, steward of the schooner E. Wharton, wrecked in the Roads January 4, was picked up here in the inlet yesterday and brought ashore. It was badly wrecked, the features being unrecognizable. The body was identified by the captain of the schooner by the clothing, and will be buried here to-day.

SEVEN LIVES LOST AT CONEY ISLAND.

THE BEACH DEVASTATED BY TWO IMMENSE TIDAL WAVES—THREE WOMEN AND FOUR CHILDREN DROWNED—HOTELS AND OTHER PROPERTY DESTROYED.  
The tidal wave that devastated half of Coney Island Thursday night, and even endangered the village of Sheepshead Bay, struck the beach at 7:30 p. m., with the tide was at its height, and left its mark along its entire extent. From the western extremity, where the old steamboat landings are, the report comes that the Pavilion, Prescott's Hotel and Norton's Hotel were carried out to sea and utterly demolished. Farther toward the east, bath-houses were broken up, and a number of small hotels badly wrecked. One large summer hotel was missed altogether. The Concourse was undermined by two waves, and the concrete sea-wall in front of it was carried away. Immense quantities of lumber and wreckage of every description blocked the entrance to the drive. It is estimated that thousands of dollars must be expended to repair the injury done by a single tide.

But on the eastern end of the island, known as Manhattan Beach, loss of life was added to the destruction of property. Manhattan Beach extends from Eugene's tract to the eastern end of Coney Island, at the Sheepshead Bay Inlet. Along its entire length was a bulkhead, twelve feet wide, built of timbers and filled in with sand. It was built to prevent the tide from washing away the beach, and to keep the water from the beach. The bulkhead was carried away by the tide, and the beach was washed away. The tide was so high that it was impossible to get to the beach. The tide was so high that it was impossible to get to the beach. The tide was so high that it was impossible to get to the beach.

Two of a schooner's crew drowned.  
The schooner Nellie Bloomfield, Captain Thomas M. Rooney, from Haverstraw for Greenwich, which drifted into the schooner H. G. Bird, lost the captain and one man. Two men of the Nellie Bloomfield got on the board of the H. G. Bird, and the captain of the H. G. Bird, who was in the water, was rescued. The captain of the H. G. Bird, who was in the water, was rescued. The captain of the H. G. Bird, who was in the water, was rescued.

A FLOATING MASS OF FLAME.

THE NEVERSKIN'S FIERY VOYAGE.  
A FIRE ON A BROOKLYN PIER SPREADS TO THE STEAMER—TOWING THE VESSEL DOWN THE RIVER—ITS DESTRUCTION BY THE FLAMES.

The burning of the steamer Neverisk last evening furnished a remarkable and brilliant spectacle to the people of New-York and Brooklyn. The vessel caught fire from a configuration that originated in the office of the Brooklyn Annex Company, at Jewell's Dock, at the foot of Fulton-st., Brooklyn. A boy was alone in the office, when one of the lamps exploded, about a quarter of seven o'clock. The fire started in the office, and spread rapidly to the building. The fire spread rapidly to the building. The fire spread rapidly to the building. The fire spread rapidly to the building.

The progress of the flames on the Neverisk was wonderfully quick. They started above and on either side of the wheel-house, and scarcely ten minutes had elapsed before the entire vessel seemed wrapped in wreaths of fire. As the Niagara pulled the steamer up the river the scene was singularly impressive and beautiful. Higher and higher rose the flames; they shot out far on each side; the wheel-house, the smokestack, with all the machinery, and the masts and rigging, were all consumed. The vessel continued to burn until it reached the foot of the river, where it was finally extinguished.

THE CITY AFTER THE STORM.

LIGHT SNOW ALL DAY—TRAVEL DELAYED AND MAILS DETAINED—REMOVING THE SNOW FROM BROADWAY AND THE CAR TRACKS.  
The snow continued to fall lightly all day yesterday. The temperature had come down several degrees, and the wind had lulled into its velocity was about four miles an hour, coming from the north and shifting occasionally to the north. At intervals during the day the clouds would break sufficiently to cause an expectation of clearing weather. The officers at the United States Signal Service Station, in the Equitable Building, predicted cold and clear weather for today. In the Gulf States, they said, fair weather prevailed after the storm. Heavy snows were reported at various other stations in this latitude and at Boston, where the wind was still blowing at the rate of thirty-six miles per hour. The fall of snow in this city was about eight inches.

IN THE UPPER PORTIONS OF THE CITY.

In the upper portions of the city the angle of sleighs and sleds was much more than in the lower portions. There was good sleighing on Fifth-ave. and in Central Park, where the snow had fallen evenly, the tracks were perfect, and before noon they were well beaten down by scores of sleighs. During the afternoon there was a steady line of sleighs through the Fifth-ave. entrance of the park. The snow proved a serious obstacle to travel all over the city. The street cars and stages were run with double teams, and made only half as many trips as usual.

HOME NEWS.

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PROMINENT ARRIVALS.

St. Nicholas Hotel.—General Thomas Ewing, of Ohio, and ex-Congressman Thomas C. Platt, of Oswego, N. Y., Fifth Avenue Hotel.—Colonel James Van Velsor, of Berlin, and Senator Daniel B. St. John, of Newburgh. New York Hotel.—Congressman Frank Wood, of Albany, and Congressman William W. Wood, of Albany. R. R. Harbison, Vice-President of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company. Hotel—Grand Central Hotel.—U. S. Marshall George P. Foster, of Vermont. Metropolitan Hotel.—Thomas M. Waller, of New-York.

NEW-YORK CITY.

John Kehol is the appropriate name of a West-side lookfitter. Silver and gilded goose quills are in demand for ornamentation of the bar. New tomatoes and tiny green cucumbers have appeared in Broadway fruit stores. Chenille embroidery is seen upon black silk costumes, and adds much to their beauty and expense.

Professor E. S. Morse, of Salem, Mass., will lecture in the Cooper Union free course this evening, on "Glimpses of Life in Japan."

Henry Guthrie, age three years, fell into a tub of hot water, at No. 21 City Hall-place, yesterday afternoon, and was fatally scalded.

In East Broadway a rusty tin sign makes known the following remarkable accomplishments, "Washing, Ironing, and Going out to Days' Work Done Here."

The American Free Church has returned to its original home in the Chapel of the University. The meeting place of the new meeting place was found to be too far up town.

A Brooklyn coal-dealer offers, as an inducement for trade, the privilege of ordering coal from the yards, two or three miles away, through a telephone in his Fulton-st. office.

The Fire Commissioners, yesterday, appointed a committee to test the aerial fire ladders belonging to the department, and recommend any necessary improvement in construction or material.

The Young Men's Christian Association records, for January, an attendance at the rooms of 21,776; in the reading-room 8,586, library 3,340, gymnasium 3,700. The prayer-meetings in the rooms had an attendance of about 1,500; 2,404 papers were mailed to the subscribers, and 1,000 copies of the Star were sent.

A strong opponent of the Excise law having yielded his hold on a friendly hand-out at Spruce and Nassau-sts., was removed from his snow-bed by a policeman last night. When asked where he lived, in mandolin tones he said: "I'm all right. I am waiting for the train," and pointing to The Tribune Building, he added, exultingly, "there's the Grand Central Depot."

The liquor-dealers are working hard to push forward the Excise bill. They have engaged several prominent lawyers, who have been at Albany for the past week. On Tuesday all the members of the Audition Committee will go to Albany to exert their influence over the members of the Assembly, as the bill will be brought before the House on Wednesday. Afterward, the members of the committee will return to New-York for the money saved by Owen Murphy.

The building at No. 164 Fifth-ave., belonging to the estate of the late William A. Endicott, was entered and robbed Tuesday. As the house has been in the hands of agents for some time, the man in charge was not present. The thieves all through it, and having occasion to leave them for a few minutes, the theft was probably then perpetrated. Some of the articles of jewelry taken were of considerable value.

It has been reported that Corporation Counsel Whitney and Allan Campbell, Commissioner of Public Works, members of The City Record Commission, are trying to reduce the salary list of that office, and to abolish the position of Supervisor, made vacant by the appointment of Mr. Morrison as Excise Commissioner. Commissioner Campbell said yesterday that it was the desire of every member of the commission to reduce the salary list, but they have not yet decided to abolish the office of Supervisor.

Several hundred people passed on Broadway, yesterday afternoon, to watch the removal of the gilt eagle, surmounting the flagstaff, which was nearly blown off by the storm on Thursday. A sailor named Mack was hoisted to the top of the pole, and after three hours of hard work succeeded in lowering the eagle. He seemed to work with the greatest composure, although the wind caused the tail-pole to sway violently from side to side.

BROOKLYN.

Four grocers, charged with selling oleomargarine as butter, were held by Justice Walsh yesterday, in \$200 bail each, for trial.

Justice Walsh has fined William King, of No. 637 Bergen-st., and Catherine Duffy, of 50 Bergen-st., \$25 each, for selling kerosene oil without having secured licenses.

Postmaster McLeer has consolidated the office of Superintendent of Carriers with that of Superintendent of Carriers' Delivery, and dismissed Nicholas W. Allen, the former Superintendent of Carriers' Delivery.

Mary A. Spencer, age ninety, and her daughter, Della, age fifty-four, were found at No. 621 Flushing-ave., Thursday, without a fire and with nothing to eat. The daughter was sick in bed, and they were provided for by the police.

Edwin S. Adams, for many years the principal of Public School No. 12, died on Thursday at his residence, No. 110 Quincent-st. He was sixty-two years of age. His funeral will be held to-day. The school, in which he had been principal for many years, was closed yesterday.

Over a hundred mechanics and laborers were discharged from the Navy Yard yesterday, because there was no work for them. They were mostly shipwrights and had been employed by the Bureau of Construction during the last three months in repairing and fitting for service the fleet of the navy.

Sarah Sands, a colored woman, went Thursday morning to one of the County Courthouse, leaving her two children at her home, at Utica-ave. and Union-st. On her return she found her little boy, age eighteen months, burned to death, his clothing having caught fire from the stove.

Four extra clerks, employed in the Tax Office during the busy season, have been discharged. Collector Tanner has also removed John Barry, return clerk, who was arrested for being drunk at the office of J. J. Mills, assistant bookkeeper, and John Bergman, bookkeeper. J. Thomas, bill clerk, has been promoted to the position of bookkeeper, at a salary of \$1,500.

JEKSEY CITY.

The body of an unknown man was found yesterday morning at the Henderson crossing of the Erie Railroad. The body was found in a ditch, and was badly decomposed. It was found by a man who was working on the track. The body was found in a ditch, and was badly decomposed. It was found by a man who was working on the track.

It is reported, though the rumor is not authenticated, that the seat of Mr. Butler, in the Board of Aldermen, will be contested in the court, and if the decision should be against him, the office will be made to the Mayor. Mr. Butler's seat will be contested on the ground that he has not lived three years in the city, as required by law.

NEWARK.

William, alias "Buck" Albert was sentenced yesterday to two years in the State Prison for an atrocious assault upon a woman.

William Devine, a policeman in the Third Precinct, was arrested yesterday for being drunk, and was fined yesterday \$5 by Justice Poulton. His captain will prefer charges against him.

In the case of the seven men indicted for robbing the store of John J. Moore and James Shields, guilty and the others not guilty.

It is thought that the amount of the defalcations of F. C. Knapp, the real estate agent, is from \$5,000 to \$7,000. He collected it from the sale of over and forged bills for repairs to houses that were never done.

Frederick Tasche, sixteen years of age, a son of the janitor of the Second Precinct, was arrested yesterday on a charge of attempted rape upon the person of Jane Katz, a girl nine years of age, of Lewis and West-Kinney sts. The offense was committed on Thursday afternoon. Tasche was admitted to bail.

NEW-JERSEY.

HOBOKEN.—At the inquest on Minnie Brecker, age three, of Liberty-st., Union Hill, her sister Kate, age thirteen, testified that her mother was visited frequently by a man named William Knapp, who was a very intimate friend with her. Two weeks ago Tuesday, Knapp came in drunk, and while there threw three dollars on the table, and told her to go to bed. He child complained for a week and then died, the mother saying she had scarlet-fever. Knapp was arrested last night on a charge of attempted rape upon the person of Jane Katz, a girl nine years of age, of Lewis and West-Kinney sts. The offense was committed on Thursday afternoon. Tasche was admitted to bail.

Edgewood.—The village authorities opened the project of a water supply for the village of Edgewood, which was a project of \$20,000. The project was approved by the village authorities, and the project was approved by the village authorities.

The average number of convicts employed by contractors was about 1,400; they earned \$18,023.20, to the Hudson River counties.

SING SING.—The disbursements at the Sing Sing Prison for the month of January, 1878, were \$13,438.74. The average number of convicts employed by contractors was about 1,400; they earned \$18,023.20, to the Hudson River counties.

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The liquor-dealers are working hard to push forward the Excise bill. They have engaged several prominent lawyers, who have been at Albany for the past week. On Tuesday all the members of the Audition Committee will go to Albany to exert their influence over the members of the Assembly, as the bill will be brought before the House on Wednesday. Afterward, the members of the committee will return to New-York for the money saved by Owen Murphy.

The building at No. 164 Fifth-ave., belonging to the estate of the late William A. Endicott, was entered and robbed Tuesday. As the house has been in the hands of agents for some time, the man in charge was not present. The thieves all through it, and having occasion to leave them for a few minutes, the theft was probably then perpetrated. Some of the articles of jewelry taken were of considerable value.

It has been reported that Corporation Counsel Whitney and Allan Campbell, Commissioner of Public Works, members of The City Record Commission, are trying to reduce the salary list of that office, and to abolish the position of Supervisor, made vacant by the appointment of Mr. Morrison as Excise Commissioner. Commissioner Campbell said yesterday that it was the desire of every member of the commission to reduce the salary list, but they have not yet decided to abolish the office of Supervisor.

Several hundred people passed on Broadway, yesterday afternoon, to watch the removal of the gilt eagle, surmounting the flagstaff, which was nearly blown off by the storm on Thursday. A sailor named Mack was hoisted to the top of the pole, and after three hours of hard work succeeded in lowering the eagle. He seemed to work with the greatest composure, although the wind caused the tail-pole to sway violently from side to side.

BROOKLYN.

Four grocers, charged with selling oleomargarine as butter, were held by Justice Walsh yesterday, in \$200 bail each, for trial.